

FIRST SPLITTING TRIP OF SEASON

SCI. GOV. AL SMITH BROUGHT
FARE OF LARGE COD TO
GORTON-PEW.

The first fare of fresh fish to come down from Boston this season to split, was landed today at the Pew wharf of the Gorton-Pew Fisheries Company, when the local dragger Governor Al Smith took out about 25,000 pounds of halibut cod, the fish being known on the Pier at Boston as "whales", and not wanted by Boston dealers because of their size. It is understood that the men received nearly twice as much for the fish here than was offered them in Boston.

Local receipts of fresh fish were fairly good this morning, there being nine boats in at the various wharves with a total catch of 36,000 pounds. Thirteen of the gill net fleet lifted yesterday and brought 15,400 pounds. The gill netter Mary A., fishing in Ipswich bay, hauled nearly 5000 pounds of steak cod.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
Sch. Gov. Al Smith, via Boston, 25,000 lbs. fresh cod.
Boat Pocomo, dragging, 10,000 lbs. fresh fish.
Boat Bethulia, dragging, 8000 lbs. fresh fish.
Boat Antonina, dragging, 8000 lbs. fresh fish.
Boat Roma, II., trawling, 2500 lbs. fresh fish.
Boat 915 C., trawling, 2500 lbs. fresh fish.
Boat Madona Paradiso, trawling, 1500 lbs. fresh fish.
Boat Rosie C., trawling, 1000 lbs. fresh fish.
Boat La Paloma, trawling, 1000 lbs. fresh fish.
Sch. Marie and Winifred, via Boston.
Sch. Ruth and Margaret, via Boston.
Sch. Elvira Gasper, via Boston.
Sch. Leonora C., via Boston.
Boat Old Glory, via Boston.
Sch. William L. Putnam, via Boston.
Boat Edith and Elinor, via Boston.
Boat Geraldine and Phyllis, via Boston.

Yesterday's Gill Net Receipts.

Boat Enterprise, 1000 lbs. fresh fish.
Boat Agnes and Myrnie, 1000 lbs. fresh fish.
Boat Mary A., 1000 lbs. fresh fish.
Boat Serafina II., 500 lbs. fresh fish.
Boat Mary J. Landry, 800 lbs. fresh fish.
Boat Nashawena, 500 lbs. fresh fish.
Boat Eliza C. Riggs, 600 lbs. fresh fish.
Boat Liboria C., 500 lbs. fresh fish.
Boat Alicia, 500 lbs. fresh fish.
Boat Joanna, 1000 lbs. fresh fish.
Boat Edna Fae, 2000 lbs. fresh fish.
Boat Naomi Bruce II., 5000 lbs. fresh fish.
Boat Elizabeth and James, 1000 lbs. fresh fish.

Sailed.

Sch. Funchal, shore.
Sch. Natalie S., shore.
Sch. Minerva, shore.
Sch. Vasco da Gama, dragging.
Sch. Doris M. Hawes, dragging.

On the Railways.

Boat Mayflower and Governor Al Smith are on Parkhurst's railways.

Caught Early Salmon.

Two salmon brought into Portland yesterday, by Capt. Charles Train in the netter Pofisco sold for one dollar a pound to Joseph G. Langley, Portland restaurant man. The combined weight of the two fish was 23 pounds. Seldom are salmon caught at this time of year and are considered a great delicacy.

ANOTHER BIG FLEET AT HUB

THIRTY-FOUR ARRIVALS HAVE
OVER A MILLION POUNDS—
PRICES DROP.

Under the influence of a largely over-stocked market, prices fell to the lowest point in weeks on the Boston fish pier this morning. When trading was resumed today, a fleet of 34 craft was at the dock, making 84 arrivals in the first two days this week.

Receipts totalled 1,201,000 pounds of groundfish, 181,000 pounds of mixed fish and 24,000 pounds of sole. The market was unable to absorb all of the fish brought in yesterday and at the closing hour yesterday afternoon, a considerable quantity remained unsold. Consequently, prices took another dip. Haddock opened at \$3.50 to \$4; large cod, \$2.50 to \$3 and markets, \$2.50 to \$3.

Rail and truck receipts were also large and varied yesterday, including 2446 boxes of Canadian frozen smelts, 2538 gallons of Norfolk oyster and 50 barrels of natural frozen herring from Newfoundland.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Str. Dorchester, 51,000 haddock, 26,000 cod, 5700 mixed fish.
Str. Boston, 21,000 mixed fish.
Str. Spray, 27,000 haddock, 55,000 cod, 12,000 mixed fish.
Str. Comber, 27,000 haddock, 5500 cod, 23,000 mixed fish.
Sch. Frances J. Manta, 2500 haddock, 15,000 sole.
Sch. Irene and Helen, 30,000 haddock, 30,000 cod.
Sch. Mildred Silva, 25,000 haddock, 10,000 cod.
Boat Vagabond, 2500 haddock, 1500 cod, 9000 sole.
Boat Nina B., 18,000 haddock, 4000 cod.
Sch. Evelyn G. Sears, 16,000 haddock, 28,000 cod.
Boat Albatross, 43,000 haddock, 1000 cod, 4000 mixed fish.
Boat Mary and Julia, 20,000 haddock, 6000 cod, 4700 mixed fish.
Boat Gertrude Parker, 88,000 haddock, 1000 cod, 1100 mixed fish.
Boat Andover, 45,000 haddock, 7000 cod, 1500 mixed fish.
Sch. Corinthian, 55,000 haddock, 15,000 cod, 10,000 mixed fish.
Boat Charles S. Ashley, 1000 haddock, 2000 cod, 23,000 mixed fish.
Boat Rita B., 12,000 haddock, 30,000 cod.
Sch. Evalina M. Goulart, 55,000 haddock, \$3.50 to \$4 per cwt.; large cod, \$2.50 to \$3; market cod, \$2.50 to \$3; hake, \$3 to \$3.50; pollock, \$3; cusk, \$2 to \$2.50; gray sole, 31-2 to 41-2 cents; lemon sole, 8 cents; black backs, 4 cents; yellow tails, 1 cent; dabs, 1 cent; spawn, 5 cents; catfish, 2 cents.
Boat Isabel, 8000 mixed fish.
Boat Albert D. Willard, 10,000 mixed fish.
Boat Famiglia, 16,000 haddock, 3300 mixed fish.
Boat Uncle Sam, 9000 haddock, 2400 mixed fish.
Boat Margaret D., 8000 haddock, 3800 mixed fish.
Boat Joseph D'Ambrosio, 2400 mixed fish.

Salt Mackerel Imports.

Imports of salt mackerel at Boston from June 1 to date have been 5075 barrels. In 1930, imports were 2906 barrels; 1929, 3590 barrels; 1928, 14,241 barrels; 1927, 6209 barrels.

N. S. Dried Fish Markets.

The latest worry of the local dried fish trade is a price competition between their Porto Rico consignees. These gentlemen (or at least some of them) have of late been indulging a disposition to give their customers special inducements to buy by cutting prices and with the result that while consumption in Porto Rico has been of fair proportions, the prices received have not been as good by about \$3 per cask as it was expected they would be a fortnight or three weeks ago. The Porto Rico consignees have been duly reprovved, but the effect of having heard the riot act read to them is not yet indicated in the account sales they are returning to shippers at this end. The trade here feel that in view of the small stock of Lunenburg fish remaining, there should not be any necessity for continuing to sell Porto Rico at the low level of prices which has been ruling for some time. An advance of \$3 per cask in that market is needed in order to cover cost.

The consumption of dried fish in Porto Rico, as we have said, has been fairly large of late, but the same we regret to say is not true of Trinidad and Jamaica where trade generally is still very dull.

Another disappointing market is the east end of Cuba. Lunenburg fish is a favorite with the consumers there, but unfortunately it at present has to meet quotations from Norway, which the trade tell us are one dollar per cask below our production cost. However, as we said before, the stock of Lunenburg fish still to be marketed is relatively small, and as this particular market has a preference for Lunenburg cure, it may be we shall still be able to do some business there without lowering our price to the level of Norway's. Some exporters believing this to be so are refusing orders which do not show them a profit.

The world situation in dried fish shows very little change today from what it was a fortnight ago. All the European markets report heavy supplies, and the same is true of Southern Brazil. Northern Brazil, however, is in need of supplies, but unfortunately the kind she wants is not produced in either Nova Scotia, Norway or Iceland.

We have frequently referred in recent issues to the large catch of Iceland last year. Much of this catch is still unmarketed owing to the fact that the process of drying it by artificial methods is a slow one and so it will probably be three months or more before the full weight of the catch will be felt in foreign markets.

We have very little news from Lunenburg as to the plans of the fleet there, but it is rumored that very few vessels will go out on the early spring trip, but that some of them will make a short trip of about a fortnight on the fishing grounds before starting on what has always been known as the "second spring trip" of the season.—Maritime Merchant.